(19) World Intellectual Property Organization International Bureau



(43) International Publication Date 26 April 2001 (26.04.2001)

PCT

(10) International Publication Number WO 01/28818 A1

(51) International Patent Classification⁷: 1 21/34

B60R 19/12,

(21) International Application Number: PCT/GB00/03819

(22) International Filing Date: 5 October 2000 (05.10.2000)

(25) Filing Language:

English

(26) Publication Language:

English

(30) Priority Data: 9924461.8

18 October 1999 (18.10.1999) GB

(71) Applicant (for all designated States except US): FORD GLOBAL TECHNOLOGIES, INC. [US/US]; Parklane Towers East, Suite 600, One Parklane Boulevard, Dearborn, MI 48126 (US).

(72) Inventors; and

(75) Inventors/Applicants (for US only): STAINES, Bradley

[GB/GB]; 419 Kents Hill Road North, Benfleet, Essex SS7 4AD (GB). WYATT, Richard [GB/GB]; 50 The Sorrells, Stanford Le Hope, Essex SS17 7DS (GB).

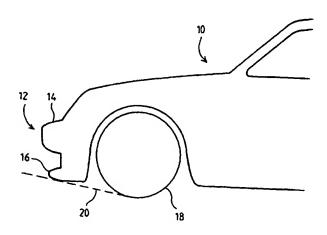
- (74) Agent: MESSULAM, Alec, Moses; 43-45 High Road, Bushey Heath, Bushey, Hertfordshire WD23 1EE (GB).
- (81) Designated States (national): JP, US.
- (84) Designated States (regional): European patent (AT, BE, CH, CY, DE, DK, ES, FI, FR, GB, GR, IE, IT, LU, MC, NL, PT, SE).

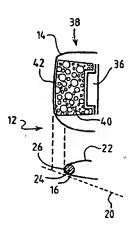
Published:

With international search report.

For two-letter codes and other abbreviations, refer to the "Guidance Notes on Codes and Abbreviations" appearing at the beginning of each regular issue of the PCT Gazette.

(54) Title: A VEHICLE BUMPER ARRANGEMENT





(57) Abstract: This invention relates to a vehicle bumper arrangement for use on the front part of a vehicle. The vehicle bumper arrangement comprises a main bumper (14) extending horizontally across the front of the vehicle (10) and an auxiliary bumper (16) extending across the front of the vehicle (10) at a level below that of the main bumper (14). The main bumper (14) has a deformable region (40) extending forward of the auxiliary bumper (16), so that in the event of a pedestrian collision, the deformable region (40) collapses and the principal force of the collision exerted on the main bumper (14) occurs at a point that is rearward of the auxiliary bumper (16), thus reducing the risk that the pedestrian's leg will become caught beneath the vehicle (10).

